

## **§ 25.867**

### **§ 25.867 Fire protection: other components.**

(a) Surfaces to the rear of the nacelles, within one nacelle diameter of the nacelle centerline, must be at least fire-resistant.

(b) Paragraph (a) of this section does not apply to tail surfaces to the rear of the nacelles that could not be readily affected by heat, flames, or sparks coming from a designated fire zone or engine compartment of any nacelle.

[Amdt. 25-23, 35 FR 5676, Apr. 8, 1970]

### **§ 25.869 Fire protection: systems.**

(a) Electrical system components:

(1) Components of the electrical system must meet the applicable fire and smoke protection requirements of §§ 25.831(c) and 25.863.

(2) Equipment that is located in designated fire zones and is used during emergency procedures must be at least fire resistant.

(3) EWIS components must meet the requirements of § 25.1713.

(b) Each vacuum air system line and fitting on the discharge side of the pump that might contain flammable vapors or fluids must meet the requirements of § 25.1183 if the line or fitting is in a designated fire zone. Other vacuum air systems components in designated fire zones must be at least fire resistant.

(c) Oxygen equipment and lines must—

(1) Not be located in any designated fire zone,

(2) Be protected from heat that may be generated in, or escape from, any designated fire zone, and

(3) Be installed so that escaping oxygen cannot cause ignition of grease, fluid, or vapor accumulations that are present in normal operation or as a result of failure or malfunction of any system.

[Amdt. 25-72, 55 FR 29784, July 20, 1990, as amended by Amdt. 25-113, 69 FR 12530, Mar. 16, 2004; Amdt. 25-123, 72 FR 63405, Nov. 8, 2007]

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### **MISCELLANEOUS**

### **§ 25.871 Leveling means.**

There must be means for determining when the airplane is in a level position on the ground.

[Amdt. 25-23, 35 FR 5676, Apr. 8, 1970]

### **§ 25.875 Reinforcement near propellers.**

(a) Each part of the airplane near the propeller tips must be strong and stiff enough to withstand the effects of the induced vibration and of ice thrown from the propeller.

(b) No window may be near the propeller tips unless it can withstand the most severe ice impact likely to occur.

### **§ 25.899 Electrical bonding and protection against static electricity.**

(a) Electrical bonding and protection against static electricity must be designed to minimize accumulation of electrostatic charge that would cause—

(1) Human injury from electrical shock,

(2) Ignition of flammable vapors, or

(3) Interference with installed electrical/electronic equipment.

(b) Compliance with paragraph (a) of this section may be shown by—

(1) Bonding the components properly to the airframe; or

(2) Incorporating other acceptable means to dissipate the static charge so as not to endanger the airplane, personnel, or operation of the installed electrical/electronic systems.

[Amdt. 25-123, 72 FR 63405, Nov. 8, 2007]

## **Subpart E—Powerplant**

### **GENERAL**

### **§ 25.901 Installation.**

(a) For the purpose of this part, the airplane powerplant installation includes each component that—

(1) Is necessary for propulsion;

(2) Affects the control of the major propulsive units; or

(3) Affects the safety of the major propulsive units between normal inspections or overhauls.

(b) For each powerplant—

(1) The installation must comply with—